Kawasaki 650 Dual Sport News

Newsletter of the Kawasaki 650 Dual Sport Owners Group

MARCH/APRIL 1998

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Subscriptions:
In the United States
$15.00/Year
Outside the US
$20.00/Year

Back issues
$3.00 each.

Make checks payable to: **Gino Pokluda** Please write: **K 650 DSOG** on check.

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Moto Musing

Gino Pokluda

Road Trip!

Ah yes. It's that time of the year were we can begin to think about pulling on our boots, donning our jackets, packing some gear and going on a road trip. There has always been something magical about throwing a leg over my favorite bike with a duffel strapped to the back and heading out on the open road. I always think back to my very first long road trip when I lived in Los Gatos, California.

I packed the bare essentials in an old Army duffel, strapped it to my 1982 Yamaha 650 Seca and headed North towards Oregon. While it wasn't my first road trip, it was the first time I would be traveling for several days solo and the experience was frightening at first, but exhilarating at the end. Since that time, I have traveled many miles by motorcycle and experienced a wide variety of touring styles and riding partners from Type A "Ride 'til you drop" extremists to the "Oh, I think 120 miles for the day is enough" dawdlers. I, like most others, fall somewhere in the middle. I can and will grind out 600+ mile days if I have to, but would rather enjoy life and cover 400-500 miles per daylight session. As my riding buddies and family can tell you, I do not suffer from Get-there-itis.

The one thing I will always remember about my first road trip was all of the really nice people I met and beautiful scenery my eyes devoured. Just as I have fond memories of that first excursion, I have painful memories of some not so fun trips with folks who were pretty much hell-bent on getting to their destination. It's hard to meet people when you droning 90 mph down the superslab and the scenery isn't all that nice either.

So when you begin to plan this year's touring

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...Moto Musing

(Continued from page 1)

schedules, ease up on the pace and take the time to take in what is around you. Drink a soda and talk to the gas station attendant in that little one-horse town you're going through. Pass by the Burger King or Mac Donald's and eat at that tucked away ma-and-pa café.

Speaking of passing by or through small towns, please observe speed limits in these communities. What you do on the highway is your business, but small communities do not care for motorcycles or cars speeding through their towns. Be courteous, and I think you will get more out of your journey than just the destination.

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9601 Lomas NE, Albuquerque, NM 87112
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Pancho Villa/K650DSN Copper Canyon Tour

Bill Haycock

The KLR650 Owners group is sponsoring a Dual Sport ride to the Copper Canyon region of Mexico. The tour will meet in Deming, New Mexico on October 17, 1998 and cross into Mexico the next morning. This will be an organized tour lead by Pancho Villa Moto Tours - A motorcycle tour company that has organized and lead tours to Mexico for over 15 years.

The Copper Canyon, or Barranca del Cobre of northern Old Mexico is an expansive system of gorges, rivers, high mesas and canyons spreading over four times the size of the Grand Canyon of Arizona. Most visitors to the region have limited access to the barranca. Paved roads are rare, the train from Chihuahua City being the most widely used mode of transportation.

The highlight of the tour will be the descent into the canyon country to the town of Batopilas. Situated along a river of the same name, Batopilas is a historically significant old mining town with a history dating to the 1700's. Very much as it has been over the centuries, your stay in Batopilas will be two nights allowing you to enjoy the village, explore the nearby "Lost Cathedral of Satevo" and wander the mines. The ride is unforgettable, dropping nearly 5,000 feet from the pine country to the arid tropical depths where mango and papaya grow.

The Copper Canyon Dual Sport ride offers riders a unique opportunity to go beyond the

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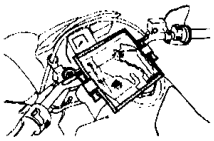
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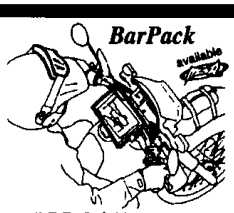
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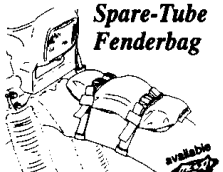
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UPDATES

Quality Engine R&D

After an extended time of setup and moving into his new facility, Steve Kesselring is ready to get back to business. Steve has told me that he will still be turning out the excellent KLR650 lowering links as well as doing high performance hop-up projects on the KL650 engines such as his killer KLR750. You can reach Steve at his new number, 334-693-9203.

Progressive Suspension KLR650 Rear Shock

Progressive Suspensions now has a Model 420 shock available for the KLR650. The shock is aluminum bodied and re-buildable. It has five rebound settings as well as preload. As with all Progressive shocks, a heavier spring can be substituted at your request. The part number is 420-1030. Suggested retail is $418.70. For more information call **Progressive**

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Suspension at **760-948-4012**.

M.A.P Engineering Front Rotor Kit.

M.A.P Engineering has an oversized front brake rotor kit available for the KLR650. The kit consists of a 320mm full floating rotor, a billet caliper adapter bracket, steel brake line and Galfer Green brake pads. At the time of this writing, I was unable to get more information on the kit, but hope to have more info in coming issues. You can reach **M.A.P** at **805-898-0489**.

Al Jesse Panniers

Unfortunately I was not able to put together the review of the Al Jesse Panniers. From what I have been hearing, the panniers are proving to be exceptional in quality and design. More info soon.

Cover Photo

The cover photo was supplied by Jake Jakeman and was taken last year during the Utah Get-

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.....Copper Canyon

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pavement to explore the natural beauty and primitive cultures of the most rugged canyon complex in the Americas. Descending from pine forests, you will twist your way thousands of feet into the depths of remote, tropical canyons. The effect of the scenery is overwhelming, made even more so when you encounter the inhabitants of this Mexican treasure, an aboriginal group of Indians known as the Tarahumara.

Pancho Villa Moto Tours will be the company organizing and leading this trip. Pancho Villa Moto Tours has been leading tours to Mexico and the Copper Canyon for over fifteen years!

The tour cost will include seven nights lodging, no less than 10 meals, support vehicle with driver, preparation of Mexico vehicle entry permits and travel visas, maps and tour preparation materials, Spanish speaking staff (guides) who are very familiar with the area and history and cultural aspects of the Copper Canyon, and a Pancho Villa T-shirt.

Those interested in reading the recent trip report of a ride into the Copper Canyon can check out the "Dual Sport Ride to the Copper Canyon" on the **KLR650 Dual Sport News Home Page www.geocities.com/~klrdsn**

The Route

October 17th - Tour meets in Deming, New Mexico

October 18th - Deming to Nueavo Casas Grandes

October 19th - Dual Sport ride from Casas Grandes to Madera

October 20th - Madera to Creel - A staging area for our descent into the Copper Canyon (Batopilas)

October 21st - Creel to Batopilas (Dual Sport ride into the Canyon)

October 22nd - Batopilas (Day rides and exploration of the mines and abandoned "Lost Cathedral.")

October 23rd - Batopilas to "La Estancia." (Dual Sport ride across the highlands and Mennonite region)

October 24th - La Estancia to Deming, New Mexico

Price per Person

$895.00 Rates are based on double occupancy. Note: Although rare, conditions at certain remote locations could result in more than two persons to a room.

Reservations:

This tour is limited to fourteen people! If you want to go it is important to reserve a spot! For reservations and other trip information please contact:

Pancho Villa Moto Tours
685 Persimmon Hill
Bulverde, Texas 78163
1(800) 233-0564
FAX (830) 438-7745
Email Pancho Villa at:
102502.631@compuserve.com

Check out their Web Site for information on other tours to Mexico and Central and South America!

If you have a question about this tour you can email me at whaycoc@ibm.net and I will do my best to answer your questions.

Ride Safe,
Bill Haycock

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RIDER WEARHOUSE CATALOG

Long road with no end. The story of a KLX650C hop up project

by Steven "scooter scum" Johnson

What started out as a simple repair turned in to my worst nightmare. At 6,750 miles, I took my KLX in for a valve check. My mechanic discovered a "sticky bucket" that made the exhaust valve stick open. The bucket is a piece of metal that sits on top of the valve. The cam lobe comes around and strikes the bucket and pushes the valve down and the bucket deeper into the head. The KLX head did not have sufficient clearance for the bucket. To fix the problem, you either find a smaller bucket or hone out the head. Yamaha offers different diameter buckets to solve just such a problem. Kawasaki does not so we needed to pull the head and send it out to be machined. This was not good news since it has been out of warranty for 6 months. I called the dealership where I bought it (Sun Honda/ Kawasaki in Denver) and they were very unsympathetic. This was especially frustrating since I brought it in last summer (under warranty) and complained about excessive valve noise. Well this is an whole other story, but I promised this bike to an Executive Vice President for a ride in Moab and I needed to get it fixed fast, not wait for problem resolution with warranty.

I decided to have a good thing happen out of a bad thing and investigated performing a hop up project. The engine was basically dissembled and the head was at the machine shop. I discussed with the shop manager and we determined a Wisco 10.5:1 piston, White Brothers all around cam, White Brothers performance cam springs would work for the KLX650C. The machinist honed the bucket around the exhaust valve and performed a radius cut on all valve seats.

We waited several weeks for the head work to be done and then we assembled all the parts. We put everything together and the bike did not start. They fiddled and fiddled with degreeing the cams and just could not get the KLX to start. They ground off the automatic compression release, it was keeping an exhaust valve open. Next they discovered the KLX ran too rich to start, and when they got it leaned out to start, it ran too lean to idle. It required a big water craft battery to get the damn thing started and when running, it ran great!

They called White Brothers for technical help and they recommended a Mukuni carb, we ordered one, installed it, and it made no difference. By the way, we would have had a hard time getting a flat slide Mukuni carb to work on the KLX650C. The cable comes right down the top of the carb and there is not much clearance for this cable under the tank.

My mechanic continued to work with White Brothers. The tech person on the phone was very courteous. He continually made statements of "please forgive my managers jokes in the background on the situation." They finally tracked down the person that actually built the kit and tested it out. He said he only tried it on the KLX650R off road version and never on the Dual Sport model. At this point my mechanic felt pretty bad that they had been doing research for White Brothers on their dime!

I suggested they call Megacycle for some recommendations. Megacycle seem to know more about the White Brothers cam than White Brothers. He felt the open duration at 385 degrees was way to much. He describe a situation where the intake valve was open too long and the exhaust stroke would push air up the intake past the gas jets and then suck it back in with a double or triple charge of gas. This made it run too rich to start. Megacycle then offered to re-grind the cams to their specs for half price just to help out the project. Gotta love folks like this.

Well we planned on returning the cam and carb, but White Brothers refused to received "used" equipment. At that point we decided to start talking with a new level of folks. They finally accepted the returned parts. We popped stock cam in and I drove around town with just the 10.5:1 piston and the radius cut on the valves. The change was not stellar. The engine certainly did not feel like it had just undergone $1,000 worth of motor work. The bike started just fine and I had no problems.

We sent the stock cam to Megacycle. One of the sad things about the KLX is that nobody had

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Together. The bikes in the picture belong to Jake and Mike Conners during an off-road adventure near Goblin Valley, Utah. If you would like to submit a cover photo, please send one in with a brief description of the picture. If you would like it back, please include a self-addressed and stamped, envelope with it.

Directory

If you would like to be included in the next K650DSN directory, please send your name, address, phone number and e-mail address. You are not automatically entered into the directory. The next directory will be in the July/August 1998 issue.

Subscription Renewals

If your mailing label has **RENEW** in the upper right corner, you'd better pay your subscription dues if you don't want to

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miss out on the next issue!

Web Page News

The Web Page continues to expand thanks to the hard work of Bill Haycock. Please send comments and suggestions to Bill Haycock, his e-mail address in on the page. For those who have not visited the page, it is located at **www.geocities.com/~klrdsn**. We would really like to add more pictures of our group, so please submit photos for the photo album

KLR650 Electronic Mailing List

We now have an e-mail mailing list specifically for the Kawasaki 650 Dual Sports. The list was developed by Kurt Simpson and serves messages to those who subscribe. To subscribe, simply send the message "subscribe klr650" to majordomo@lists.xmission.com. To

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... A KLX650 Story

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high performance cams manufactured for them. They basically take a stock cam, weld on a bunch of iron to build it up and then grind it to the proper shape. After about 1 1/2 weeks, the cams were reworked and the result was the same....hard starting.

Megacycle was surprised with the hard starting problem. They blamed it on the high altitude (5,000 feet in Denver). We then put in a high output coil to give it more spark during starting and then it would start with a fresh battery. Thinking we had the problem solved, I took the bike home for the weekend. I tried to be nice to the engine and not rev it much. The bike did feel stronger on the low end. As I revved up the bike, the power seemed to shut off. My mechanic said it ran a lot better without the Thumper Racing Insert -- A LOT BETTER he said. I guess that I need a new exhaust to take full advantage of the engine modifications.

I got home after a couple of stops for mother's day gifts and parked the KLX outside. The next afternoon I tried to start the bike, it would not start. I broke out a battery charger to give it a little boost, and it started on the 50 amp setting (sadly not the 10 amp setting). I went and a couple more stops for gifts and had no problems starting the bike. Again I parked outside for the night. The next morning it would not start, even on the 50 amp setting. Now I'm worried.

As it turns out, the bike will no longer start when it gets down below 50?. When the engine is cold, it is very hard to start. I take the choke knob and continusly move it in and out looking for just the perfect setting to get it started. I now have about $1,500 into the project and I turned it into a very unreliable bike. To make things worse, I rode a friends KLR that had a K&N air filter with a Dynajet kit and it felt nearly as strong as my motor.

I have ridden the bike all summer with very few problem, except for hard starting when it is cold. Now that winter is here, the bike is parked for the winter. I will be searching for another mechanic to help me sort out my problem. I talked to Quality Engine R&D and they may have a solution. My problem revolves the cams and Steve will custom grind a set for my application. Steve also has a 722cc solution I should have just gone for. He quoted me around $2,700 for it and it looked too expensive. Now, it is starting to look like a bargin. I will keep you posted on my progress.

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The Maya Trip: Part 1 of 3

Bill Haycock

The group met in Brownsville, Texas on January 4, 1998. The first thing we did was locate an RV Park that would store our three trailers and trucks while we were gone. The folks at Rio R.V. Park were very helpful and provided a secure storage area for our vehicles. We found a Casa Combio (money exchange house) to change some US dollars into Mexican Pesos. The exchange rate varies but the Casa Cambios post the going rate for each day.

January 5, 1998 finds the group eating an early breakfast and heading for the Mexican border. The Mexican immigration office is easy to find and since we had previously filled out the forms we processed through in record time! About one hour!

The road out of Matamoros to the highway heading South to Tampico is fast and less crowded then most border towns can boast. The group had agreed that our plan was to get to Tampico, Veracruz and Villahermosa as fast as we could. The Eastern coast of Mexico is rather dull and flat - a lot of oil production and refineries don't lend much to the scenery! The weather was great and we rode the 300 miles to Tampico with little to remember other than how good it felt to be underway after months of planning.

Arriving in Tampico we found the hotel with little problem as we had previously agreed on a hotel and we all had printed city maps to guide us. If you have a scanner it is an easy matter to scan city maps out of travel guides or the Lonely Planet books to help one find hotels and points of interest in your destination town. Having an agreed upon hotel also gives the group a central meeting place at the end of the day in case someone gets separated in traffic. Tampico has a nice Plaza (Zocalo) and we spent some time strolling around and eating dinner on the Plaza.

A note here about finding your way to the Plaza - almost without exception - Mexican towns and cities have a Central Plaza (Zocalo). Generally, you will want a hotel on or close to the Plaza as this is usually the heart of the city. As you approach most Mexican towns you will see signs directing you to "El Centro" (The Center). Follow these signs and you will end up at the Plaza and near your hotel. An old trick is to hire a taxi to take you to your hotel if you get lost or end up going around in circles! It is worth a dollar to have a taxi take you to the front door! Just have the name of the hotel written on a piece of paper and hand it to the taxi driver - he will know what you want.

We head out early next morning for Veracruz. Again, about a 300 mile ride but fast and easy roads have us arriving in Veracruz early in the afternoon. Most of us have been to Veracruz before and out hotel is easy to find. Veracruz is a very historic and interesting town. Cortes made his first landing here in 1519. There are a number of old Spanish forts to explore and many old buildings and churches to visit. Veracruz has a cosmopolitan atmosphere about it - a certain sophistication that is difficult to explain. The Central Plaza is full of activity every night! Clowns, loose rope walkers perform, and many venders are trying to sell everything imaginable. One should spend a few hours on the Plaza, sitting at a sidewalk cafe, or just walking around taking in the sights. Veracruz is worth a return visit for three or four days of exploring all the attractions it has to offer.

One place not to miss is having coffee and pastry at the "Gran Cafe de la Parrroquia." It is a few blocks from the Zocalo and serves many varieties of coffee and pastries. A perfect place to end the day and begin the morning. Just ask anyone where it is located and you will find it -

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post a message to the list, send the message to klr650@lists.xmission.com.

OTHER IMPORTANT DATES

Euro Days. A one day bike show sponsored by Motorsport of Albuquerque, Albuquerque, NM. Awards for all categories of bikes including German, Italian, Open, Competition, and Japanese classes. Call 505-844-9000 for more information.

HSTA Star Rally will be in Taos, NM on **June 21-24, 1998.** K650DSO will be hosting dual sport rides at the HSTA event.

Four Stroke Singles National Owners Club will have their national rally in Red River, New Mexico on **September 8-9, 1998.**

BMW Owners National Rally will be in Missoula, Montana on **July 9-12, 1998**

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CycoActive Products Correction

I inadvertently put the wrong area code for CycoActive in the last issue. The correct phone number is **206-323-2349. CycoActive Products, 701 34th Ave., Seattle, WA. 98122**

NEXT ISSUE:

Cruise control, Al Jesse Panniers, Maya Trip Part II.

Carburetor Hex Bolts

Tired of wrestling with those cheesy philips head screws on the carburetor float bowl of your KL650 engine? Well Jake Jakeman, owner of Sagebrush Machine Shop has come up with some nice high quality allen head bolts and a hand held spinner that will allow you to easily remove the float bowel. Jake also has counter shaft sprocket shims for pre-1996 model KLR650's and high grade center stand bolts for use with Five-Star and Rikki Cross center

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....Maya Trip Part 1

(Continued from page 6)

faces the harbor and about three blocks from the hotel.

The group had two choices on a route to Villahermosa from Veracruz. One can take the "Cuota road" (toll road) or travel by back road along the coast. We choose to go along the coast past a beautiful volcano and high altitude lake called Largo Catemaco. The lake, surrounded by volcanic hills, is roughly oval and 19 km long. El Tengal is a grotto topped with a blue cross where the Virgin is believed to have appeared in the 19th century. The lake has several small islands; on the largest, Tenaspi, Olmec sculpture has been found.

Further around the north shore is the Parque Ecological, where a small piece of rain forest has been preserved. You can take a guided walk through the rain forest for a small fee. We entered Villahermosa on Highway 180 and went to our hotel, Hotel Cencali, which is very close to the Parque (Park) Museo La Venta. We planned on visiting this Park and Museum the next morning so chose to stay close to the park rather then the Central Plaza.

The Olmec city of La Venta, built on an island where the Rio Tonala runs into the Gulf some 129 km west of Villahermosa, was originally constructed in about 1500 BC, and flourished from 800 BC to 200AD. When petroleum excavation threatened the site, the most significant finds were moved to Villahermosa and arranged as the Parque-Museo La Venta, a museum without walls in a lush green setting that enables you to picture the sculptures in their original Olmec city setting. The park is a maze of paths with numbered artifacts set amid jungle foliage.

Three colossal Olmec heads, intriguingly African in their facial Composition, were moved to the park. The largest weighs over 24 tonnes and stands more than two meters tall. It is a mystery how, originally, the Olmecs managed to move the basalt heads as well as the religious statues some 100 km without the use of the wheel. As well as the heads, you will see intricately carved stelae and sculptures of manatees, monkeys and the jaguar, the totemic animal of the Olmecs. We chose to hire a guide for a two hour tour of the park - a guide is well worth the few dollars spent in order to learn about the park and the sculptures.

Leaving Villahermosa, it was a short and pleasant ride to Palenque, south east of Villahermosa and near the Guatemala border. We went directly to the Hotel Calinda, about 3 km south of the town of Palenque and enjoyed the nice lush jungle greenery and swimming pool during the heat of the afternoon. This area is pure jungle rain forest and afternoons are hot and muggy - a swimming pool helps! The ruins in Palenque are some of the most fantastic ruins one can visit! Surrounded by emerald jungle, Palenque's setting is superb and its Mayan architecture and decoration are exquisite. Evidence from pottery fragments indicates that Palenque was first occupied more than 1,500 years ago. It flourished from 600 to 800 AD. The archaeological zone of Palenque is in a much larger reserve, the Parque Nacional Palenque. A new visitors center at the entrance to the park holds a museum and other services.

Only 34 of Palenque's nearly 500 buildings have been excavated. As you explore the ruins, try to imagine the buildings as bright red; at the peak of Palenque's power, the entire city was painted vermilion. Everything you see here was achieved without metal tools, pack animals or the wheel!

We spent onefull day exploring the ruins. Again, it is best to hire a guide and spend a few hours touring the ruins with a guide who can provide details and answer questions. After the guide is done then one can go back and spend more time in areas of particular interest.

The next stop on our trip was Campeche, in

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...Maya Trip Part 1

(Continued from page 7)

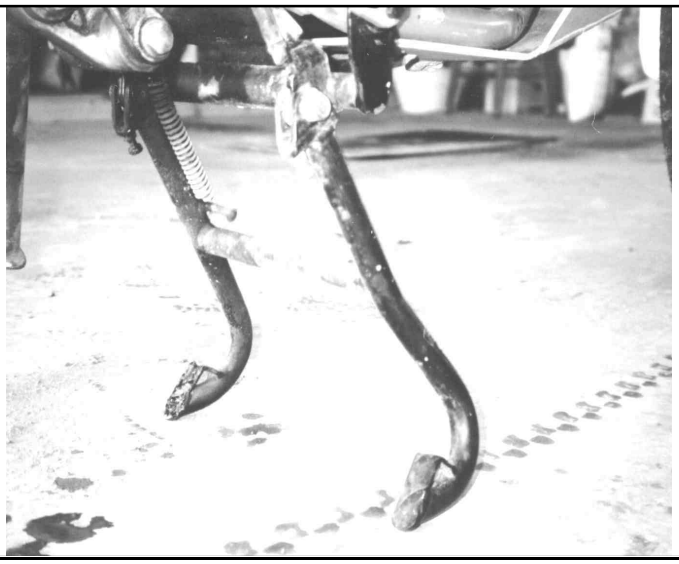
the Yucatan itself. This was an overnight stop in preparation for visiting the Mayan ruin site at Uxmal. We did not plan on finding much of interest in Campeche so we were surprised to find a very beautifully reconstructed historic district! Campeche is filled with historic buildings dating back to 1531. Once a Mayan trading village called Ah Kim Pech, Campeche was invaded by the Spanish conquistadors in 1517. The Maya resisted and for nearly a quarter of a century the Spaniards were unable to fully conquer the region. Campeche was founded in 1531. The city was once a walled city to protect it from pirates!

Many sections of the original wall still stand and a great deal of historical preservation has taken place. We were all very impressed with the beauty of the city. A great deal of work has been done to reconstruct and refurbish the original center of the city which was once surrounded by a series of forts and the wall - a pleasant surprise and a destination worthreturning to in the future.

..... To be continued

Center Stands: The Final Report

In a perfect world, every motorcycle would have a center stand. A compact means of getting the motorcycle upright and stable for tire removal, final drive maintenance and just general maintenance. But, needless to say; it is not a perfect world. Furthermore, when companies like BMW, whose bikes must be on their center stands less oil drizzle into the cylinder head(s), produces a bike without the mandatory device (R1200C Cruiser) you know the world is going the birds. Fortunatly, there are some companies who realize the plight of those of us who love bikes that don't have these wonderful little gizmos. Five Stars, Rikki Cross and Dual Star all make center stands that fit the KLR650 and Tengai, and after almost two years, here is the definitive evaluation of all three stands. All three stands have the same basic design and sandwich between the foot pegs and the foot peg mounts as their mount location. Each stand did, however, have it's own characteristics.



The Five-Stars (pictured) and Rikki Cross center stands have almost identical construction with curved legs and dual springs

Five Stars is a German company that makes center stands, engine guards and luggage carriers for a number of motorcycles, the KLR650 being one of them and it was the first stand I used on my KLR. Mounting the Five Stars is a cinch although the longer foot peg bolts supplied were inferior grade and sheared within a month of use. Five Stars offers only one size of stand for the KLR650 and Tengai with the KLR's rear tire lifting about 1.25 inches off of the ground. It has a curved tubular leg design with two springs similar that stand used in BMW R100GS motorcycles.

Because of the curved leg design, the feet of the stand must be splayed apart to clear the swing arm when retracted. One of the problems with the Five Stars stand is that it cannot be retracted with first having the side stand down. Another is that, on some KLR's the center stand does not allow the side stand to retract

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stands. For prices and more info contact Jake at **Sage Brush Machine Shop 435-387-5575.**

Thunder Products Dial-a-Jet.

Have you ever seen a product that seems to be just too good to be true? Like those X-ray glasses you always saw advertised in comic books when you were in eighth grade. Boy wouldn't those have been neat if they really worked! I have seen the Dial-a-Jet advertised for some time now and always wondered how it worked and if it even worked at all. Image being able to dial in your jetting on the side of the road, never having to pull your float bowl off. When I installed the Laser Pro Duro muffler on my KLR650, The bike began running lean as a result of having a freer flowing muffler and a K&N air filter. So instead of popping for a jet kit, I thought I would give the folks at Thunder Products a call and learn more about this Dial-a-Jet thing.

The salesperson was very knowledgeable and gave me a rundown of how the Dial-a-Jet or power jet as they are called elsewhere, works. You tap into the fuel supply in the carburetor float bowl and run a supply line to what is

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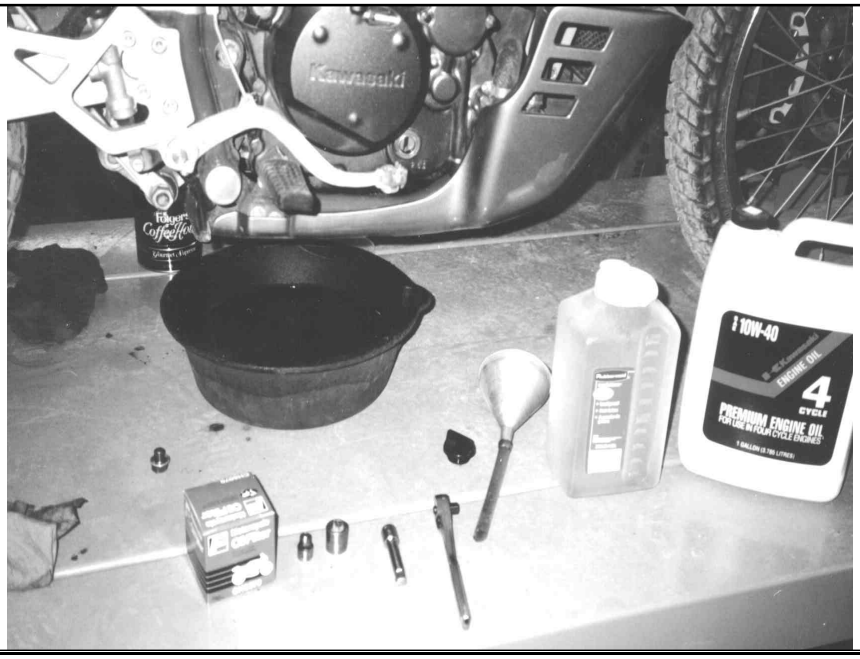
Carl's Corner

Technical Insights by Elden Carl

I'm sitting in one of my two favorite restaurants , Mariscos Bahia Ensenada after a nice evening ride down the west coast from Tijuana to Ensenada. Seems like I can think better down here, so I just get a room and then go to Mariscos for dinner and work. What I don't get done, I finish at my other favorite restaurant, Las Casuelas de Kiki. My dinner with beer and breakfast with coffee cost me all of $12.00 total. My room with cable TV is a whole $18.00. Beat that for 30 bucks and I still have a great return ride through the mountains ahead of me.

Gino asked me to address two subjects; oil changes and chain adjustment. I'll discuss how to do them and you can take it from there. I have about 105,000 miles on KLR650's at this writing, so maybe I can save you from making the same mistakes I made.



Everything you need for an oil change: new filter, 8mm and 15mm sockets,

I ride the bike into the garage hot, put it on the handy-Lift head first, lean it slightly to the right and remove the oil drain plug. I let the bike cool and drain all night. In the morning, I lean the bike a little to the left and remove the oil filter cover. The oil has all drained into the sump so no spill comes from the filter cavity.

I install the oil filter, replace the cover and install the oil drain plug and gasket. I pour in 2 quarts and 19 ounces of 20w50 Golden Spectro and I'm ready to ride. You should note that at 2 quarts 7 ounces, the oil has already reached the top line in the oil sight glass. You can see now why you should always run your bike 30 seconds or so upon starting the engine. It takes a bit to fill the filter cavity on the way up to the crank, tranny and top end.

By the way, I only check my oil level after my KLR has been parked all night. When the oil level touches the top line in the sight glass, I add 10 ounces. With approximately 8 bearings depending on oil mist and splash, I'm not about to let the oil level fall over half a quart to the bottom line in the glass (yes, the oil sight window is in the wrong place).

Editors Note: I just want to add a couple of notes to Elden's article. Resist the evil temptation to pry the oil filter cover with a screw driver. You can simply work it free with your hand with no risk of damaging the cover. When replacing the cover, alternate between the two bolts when tightening and the cover will go on much easier. The oil filter can go in either way, but the supply tube must go in correctly. A Handy-Lift is not necessary to change the oil, a center stand and even your side stand will work fine.

I make my chain adjustments with the rear wheel slightly off the ground, supported under the frame. I have a dot painted on the lower outside edge of the swing arm exactly half way between the center of the counter shaft and the center of the rear axle.

I rotate the wheel until I find the tightest part of the chain, then I push the lower run of the chain up tight and measure the center of a link pin to the bottom of the swing arm at the dot. I then push the chain down and measure from the center of the same pin to the same spot on the swing arm. Subtract the first number from the second number and you have the measurement of the chain slack. I set mine at 50 to 55 mm. Actually, you can just take the first number and double it, but being a compulsive, I have to do it the hard way. If you want a perfect check, while the bike is jacked up, remove the lower link bolt from the Unitrak arm and elevate the rear wheel until the center of the countershaft, swing arm pivot shaft and rear axle are in perfect alignment. You can support the swing arm with a properly cut 2X4 placed under the swingarm.

Now, after finding the tightest place in the chain travel, adjust until the chain is taught. Replace and torque the linkage

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RIDE WEST, INC.
KLR Center Stands
KLR Engine Guards
Aluminum Panniers - ALL Brands/ALL Models
Toll Free: (888) 527-7433

… Carl's Corner

(Continued from page 9)

bolt and you're ready to ride. You can later recheck your aadjustment using the first method. By the way, I use two 8mm nuts with 14mm hex heads and lock washers for the adjuster bolts. I also Locktite the nuts so nothing moves. Wheel alignment is another matter, but my bike comes close using the stock adjuster marks.

More Tips

Pull and lube all axles and cross shafts with heavy water proof grease (I use Belray). You ain't lived until you have tried to remove a frozen cross shaft.

When doing a valve adjustment, always remove the cam chain tensioner cap and spring before removing the valve cover. Only put the spring and cap back after the cover has been replaces and torqued down. Do not over tighten the valve cover bolts, especially the right front one.

Be careful what counter shaft sprocket you use (I use only factory or Sunstar) or you may destroy a countershaft. Any thing less than perfect fit will do you in. Also use waterproof grease on the splines to prevent wear and rust. When ever the sprocket holding plate looks worn, replace it especially on the pre 1990 models which have thinner sprockets. Jake Jakeman can help you with shims for these models.

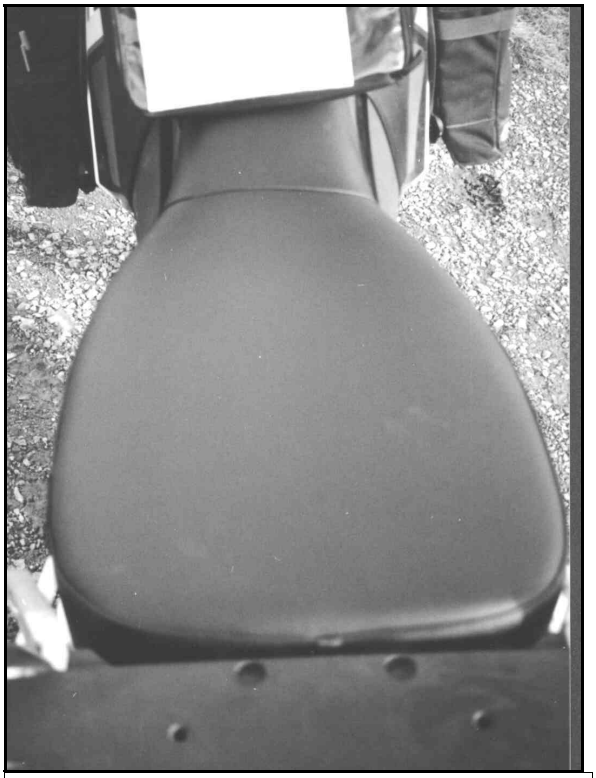
When you need to remove the Uni-Trak swing arm for service, be sure to first loosen the lower rear engine mount bolt and swing arm pivot shaft . The frame will then relax its grip on the swing arm making it easier to remove. Use low strength Locktite on any bolt that can corrode. In other words, if the bolt isn't in a blind hole Locktite it.

Corbin Seat Follow-Up

After spending some more time on the Corbin and getting some measurements, I decided I would write a brief follow-up on the Corbin seat. So far the seat is very comfortable and I do not slide forward every time I hit the brakes or a bump. The seat is firm but is slowly breaking in and should be about perfect in about another two or three hundred miles. Fit and finish are excellent and the seat mounted perfectly to the bike. One very important item should be noted. The seat is now very wide and will have the same affect on a stock KLR650 as raising the seat height about 1.5 inches. I have the seat on my lowered KLR650 and at 5'10", I can just touch the balls of my feet to the ground.

The specification of the seat is as follows. The seat is a consistent 4.5 inches thick from the back to where the nose tips up. The seat is 13 inches wide most of the way across and then tapers to 9" inches where the front of the seat goes up to the tank. For as good a company as Corbin is, it is almost impossible to communicate with them. If you include these specs with you request, you should have no problems however. I did speak to a sales person and I think I now know the logic of seat alteration. When purchasing a new seat that you want altered, there is no charge. If you would like an old seat modified, there is a charge for if a new seat cover would has to be made. Unfortunately, given Corbin's track record, I don't think the sales people could repeat that policy at another time; very strange for a company so successful.

Final notes on the Corbin seat. Corbin does not use a waterproof membrane under the seat cover, so I would avoid the basket weave material. Welting does tend to pull away from the seat, especially when the rider is sliding around as they would in offroad conditions. If you decide to order from Corbin, allow five to six weeks turnaround time. **Corbin Saddles, 800-538-7035**.



Back view of the modified Corbin. Note the rapid taper towards the front which gives the rider a wide seat as far forward as possible. Short riders need to be aware of the fact that the seat modified as shown will add 1.5 inches to the seat height.

Reader Feedback

Just read the January / February issue of DSN,and I'am amazed at the info on the KLR-650's. I just bought one last November and it will be in the shop the first week of April. (can't wait) I've been a week-end "biker" for the last 20 years give or take a few years, here and there. Myself and three friends are planning a 5 week trip to Prudhoe Bay , Alaska in the summer of 2000. If you can send any info or a source to contact I would appreciate any help you can give us. We all bought new KLR-650's and figure it would take that long to get all the bugs out and add any accessories. Thanks for the great news letter, and I'll be waiting for the next issue.

Jim Backes
P.O.Box 531
Cedarburg,Wi.53012

Jim,
You may want to contact our Alaska State Coordinator, Geral Berube, PO Box 74193, Fairbanks,AK 99707 phone: 907-455-7941 -Ed.

******

Chadd's TOP TEN REASONS TO BUY A KLR

10. Better than walking.
9. Sure beats riding a goat.
8. Will take you ANYWHERE. "well almost"
7. VERY dependable and Inexpensive
6. Does not have the letters BMW anywhere on it
5. 300+ miles to a tank of gas.
4. Aftermarket parts GALORE!!!
3. Complete luggage for less than $250.
2. Do the words DUAL SPORT mean anything to you?
1. It will get you to Maob and back

Thanks
Chadd Thompson
Chad,
Couldn't have said it better myself. - Ed.

******

I thought this was a great letter Vic Norton sent to Corbin. Maybe if everyone sending a seat back sent something like this, they would eventually get the message, you think? -Ed.

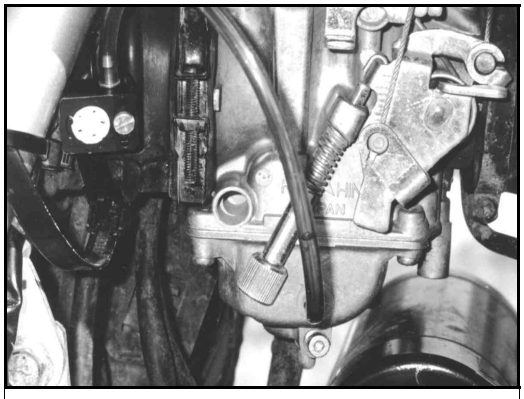
Gentlemen,
Enclosed is my Corbin saddle for a 1977 Kawasaki KLR 650. Please build up the dip between the pieces of masking tape so that the seat is level there. This means that the lowest point should come up about an inch. If you have to recover the seat, use the same colors--#76 Smoke Grey with #22 Hot Purple trim.
I really think you should redesign the KLR seat. I'm not the first to send my seat back. Everything is nice except for the dip in the front. When he sent his seat back, Alan Morrison wrote to Corbin:

"**I found the seat to be quite uncomfortable. The forward rake of the seat, which is much more pronounced than the stock seat, caused constant forward pressure, resulting in the transfer of considerable weight onto the bars. Worse than that, after riding for a while, I found that my butt was 'rolling forward', placing extra pressure on my gonads and causing great discomfort".**In an e-mail note to the DUST mailing list, Gino Pokluda, Editor ofKawasaki 650 Dual Sport News, remarked:

" **Just got back from the first annual Kawasaki 650 Dual Sport News rally in Utah. Saw many Corbin seats there. All were modified to get rid of the funky dip that Corbin puts at the front of the seat".**

I find it rather disappointing to pay for a costly, new item only to discover that it needs to be rebuilt at additional cost just to be of use. I love the Corbin seat on my ST1100. I certainly hope the seat for my KLR650 will be acceptable when it comes back.

If you have any questions, send me an e-mail or call me at the number above. You may charge my Master Card XXXX XXXX XXXX XXXX, exp XXXX, for the alterations and shipping.
Thank you for your consideration.
Sincerely,
Victor T. Norton, Jr.



The Thunder Products Dial-a-Jet installed. Note the new fuel supply tube (center of picture) that runs from the flat bowl to the aspirator (upper left) with the white dial face for adjusting richness of fuel mix.

(Continued from page 8)
basically a mini-carburetor. The fuel gets mixed with air and is injected into the carburetor's air supply, usually at the boot between the air cleaner and the carb. The carburetor then gets an air mixture already charged with fuel and mixes some more fuel with it. Naturally this will work best on a carb that is lean to begin with, which mine was. Second, the additional fuel/air mixture is pulled into the air supply by air rushing past a supply tube, creating a vacuum and sucking more fuel. The more air the rushes past the tube, the more fuel gets mixed. By design, the dial-a-jet will not help the idle circuit since not enough air is rushing past the supply tube to suck any fuel into the secondary carburetor, which is about ½ inch square.

So I ordered the generic model for all single cylinder bikes for about $60.00 and waited patiently. The kit arrived nicely packaged with complete instruction. I purchased the drill and tap required and went to work. You have to drill a hole into the float bowl and tap it. A threaded hose connector is screwed in and the fuel supply line is routed to the carburetor air intake boot. You then punch a small hole into the boot with a tool supplied

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... Center Stands

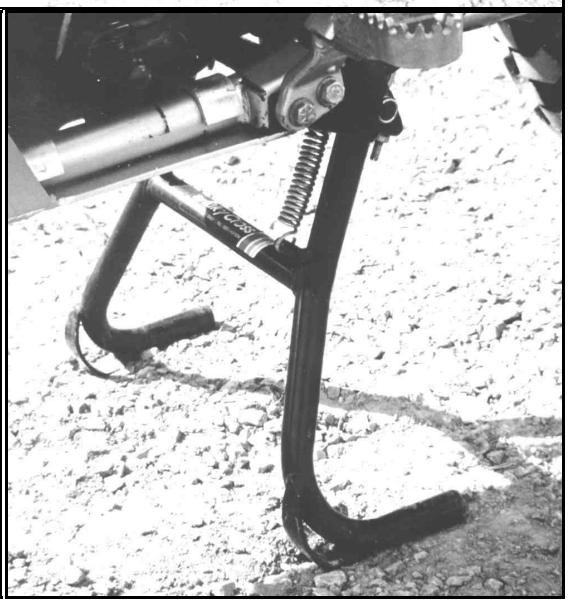
(Continued from page 8)

far enough to disengage the side stand safety switch. The Five Stars uses the smallest tubing of the three and has some flex when the bike is on it. None the less, it is an easy stand to deploy, it is compatible with all skid plates and with high grade bolts, will serve most KLR owners well. Remember that when you order a Five Stars center stand, specify that you have a 1992 KLR650 regardless of what year bike you have. This is necessary because the 1992 model KLR650 in Europe is the same as the 87-98 KLR650 models here in the States and Five Stars product guides and numbers are European oriented. Ride West BMW is the only supplier for Five Stars at this time and costs about $130.00.

Rikki Cross is an Italian company that makes Paris Dakar replica pieces and parts for a variety of dual sport bikes. The center stand offered by Rikki Cross is actually for a Tengai, but is suitable for the KLR650. It is very similar to the Five Stars but is made of wider diameter and has more foot area than the Five Stars. The Rikki cross stand will lift the rear of a KLR650 about ¾ inch off the ground and will lift a lowered KLR650 or Tengai about 1.25 inches off the ground. It shares the same side stand problems as the Five Stars, one of its two springs rubs directly on the shock linkage bolt and could possible loosen the nut over time, and it was the tightest fitting stand of the three. The Rikki Stand is the easiest of the three to deploy with its larger foot area and reduced radius curve at the foot lift point and it is compatible with all skid plates. The Rikki Cross stand is available from M&P in England at 011-44-990703030 and costs about $149.00.

Dual Star is an American company located in Seattle Washington which sells and distributes a variety of products for dual sport and adventure sports. The Dual Star center stand is the only one not have the curved leg design and can thus be deployed or retracted with the side stand down or up. It is also the only stand to have a rubber bumper where the stand meets the shock linkage which serves as the stop. The stand legs are almost twice as thick as the Five Stars legs and have good sized feet to prevent sinking in soft dirt or hot pavement. Dual Star also supplies premium bolts for mounting and the most complete mounting instructions of the three. Unlike the Rikki and Five Stars, which have a bolt at either side of the stand to serve as the pivot, the Dual Star stand uses a steel axle that runs from one end to another. The upper cross member for the Dual Star stand is super stout and will withstand the harshest abuse. Because of this cross member, however, KLR owners with Moose skid plates will have rim about 1.25 inches fromthe end of the slid plate to allow clearance for the stand. Other than that, it was very easy to mount and is easy to deploy once you get the hang of it. The trick is to hook you hand where the fuel tank meets the frame, and lift using either the luggage rack grab handle or passenger foot peg mount and lift. The Dual Star center stand is available in two sizes (one model for normal height KLR650s and a shorter version for lowered KLR650) from Dual Star 425-776-7433 and costs $170.00.

So which one is the best? Without a doubt, the Dual Star center stand is the best despite its higher cost. The stand is built strong and has great attention to detail. It sports the cleanest operation, working smoothly and quietly all of the time. And while delivery time for the Rikki and Five Stars stands may take four to eight weeks for delivery, the Dual Star stand is available here in the US and now.

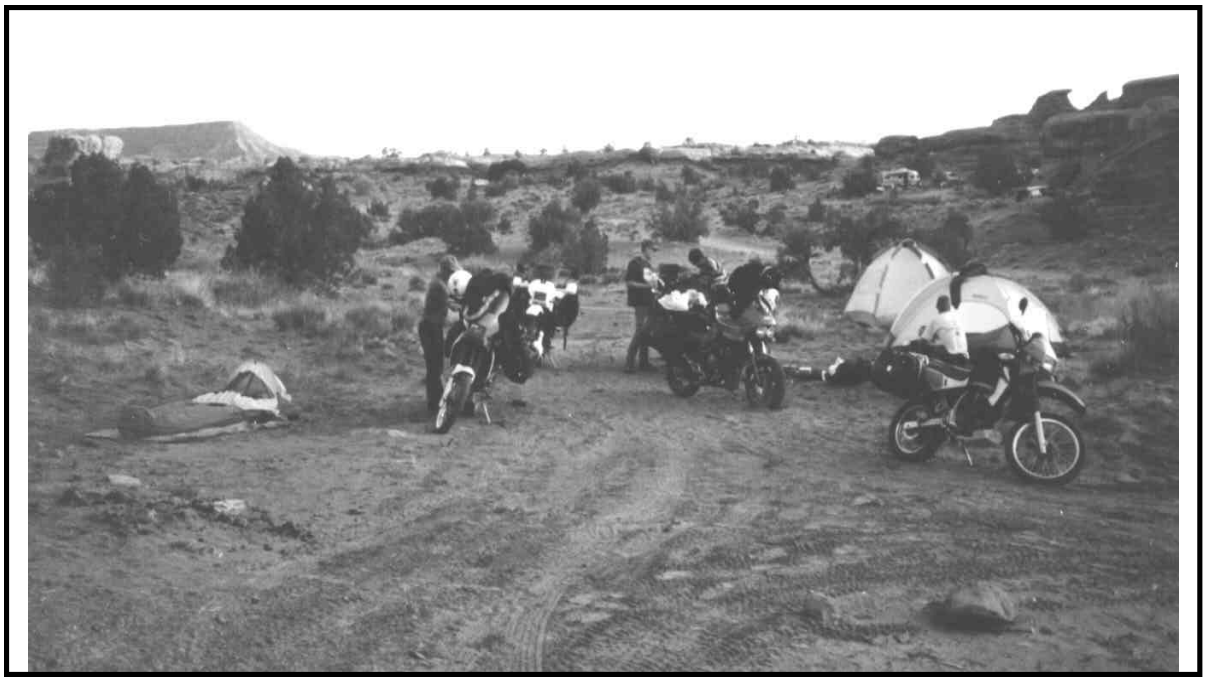


Above: *The straight leg Dual Star stand. Note the very stout cross piece.*

Right: *The Rikki Cross stand has the largest footprint of the three.*

Dual Sport Alliance

Motorcycle Camping



It's hard for me to image a life without camping. Whether it be car-camping, backpacking or motorcycle camping, nothing soothes the soul more that and evening under the stars. Oddly enough, I know motorcyclists who enjoy car camping and backpacking, but are somewhat baffled about how to motorcycle camp. "How do you carry enough food, water and even a cooler?" they ask. When you think about it, motorcycle camping is not much different that car camping and easier than back packing, you just have to plan a little differently when you do it and have you bike set up. Furthermore, like any other aspect of motorcycling, there are probably a hundred different ways to accomplish the task at hand and all of them are right. The most important part of motorcycling is identifying your needs and addressing them in a manner that will eventually end with a great experience. Jake Jakeman, the "Maker-of-Lists", offers some of his methodology for successful camping in this section, I'd like to offer some of mine.

Actually, in all honesty, I tend to be somewhat disorganized when compared to most and my supplies and needs are basically dependent on my trip. For the most part, I pack a small tent, sleeping back and pad, stove and lantern, cooking utensils and food, and clothes. All of that will fit neatly into two saddlebags and duffel strapped to the back. Four liters of water will fit nicely in my Aerostitch competition tank panniers – two gallons will fit in the regular size panniers. I avoid foods that need to be on ice, which eliminates the need for a cooler although some of the new high-tech folding coolers look very tempting.

I would rather spend my time hiking and enjoying the scenery than preparing a meal, so I look to very simple 'one pot' meals for dinner with minimal clean up. There are multitudes of pre-packaged pasta and rice dishes available at you local grocery store and some hard rolls or tortillas top off the meal. Small canned fruit usually serves as dessert. Water and coffee serve as the main beverages for my journeys while the occasional can of soda or macro-brewery beer can be kept chilled in a small foam sleeve when purchased shortly before days end. There is no hard fast rule that says your dinner has to be your biggest meal for the day. There are many times I will stop for a late lunch in a café then just have a snack in the evening. This offers several benefits. Mid-afternoon business in the local café is usually very slow and the service very good and you have no cooking and clean up detail at the campsite.

There are a couple of products that I highly recommend. I have always been a fan of Coleman camping products. I use the Dual Fuel Lantern and Stove in my travels. They are durable and reliable and parts are readily available at the local Walmart or hardware store. A full size Therm-A-Rest pad and a good sleeping bag are worth their weight and bulk in gold when it comes to a good night sleep. Since attempting to ride a motorcycle without liberal dose of coffee in the

(Continued on page 14)

Camping Article II: The Sequel

Text and Photos by Jake Jakeman

The original article can be found in the March/April 1997 issue, for your perusal and review. I will here embark on Things I Learned at the Rally, and other addenda.

I think it was Bogdan Swider who had an interesting sleep system; it used air pressure to regulate the insulation value - pretty fascinating. When we camped the first night near Newspaper Rock, it was neither windy nor threatening rain, so a few of us elected not to erect our shelters. Sinjin Eberle spread his shelter half out full size, creating a kind of "sand raft", and thus the contents of his pack, his bag, boots, and all stayed clean. I even saw a couple of folding chairs - I started out using a compact tripod stool later in the summer; finding it not so handy in sand, I'm now trying a loop-style Lafuma stool.

Everybody seemed to use different cookstoves; Our Leader was particularly proud of his, a system that allows the cook top to share the fuel bottle with a compact lantern head. Everyone there did it differently; no struggles or complaints were heard.

Mike Connors and I spent a night at Goblin Valley, and he showed me the wisdom of using a tent. I've always favored a shelter half and a bag cover to keep things clean and dry; we experienced an overnight wind that donated a small amount of sand to my endeavor. He remained clean and cozy in his tent, thanks in part to a rainfly that comes down to the ground; we live and learn. On later rides over to Escalante I used my tent, rejoicing in my cleaner and insect-free slumber. I cut a piece of plastic sheet a few feet longer than the tent, creating a kind of clean porch for getting out of my boots before I crawl sand inside, making sure it slopes away from the door.

As soon as I turn the ignition off, my KLR becomes a kind of workbench and hanger rack. If rain and wind don't threaten, I drape coat, helmet, food bag, and all sorts of stuff on it. In the morning I try to break down the tent first, so I can throw it and the ground sheet over nearby brush to dry before I shake it out & pack it.

One product I tried and enjoy, is Platypus water bags. They pack light and flat when empty, and stand up straight when full. Finally, carry a spiral notebook and a microcasette recorder to save my experiences and acts of folly: the difference between dumb and stupid, is stupid makes the same mistake twice. Complaints or questions? Call (435) 387-5575: I'm listening.

Jake's Tried-and-True packing lists

I RIDE OUT: Helmet & gloves, spare glasses , Tools & spares, Fix-a-flat, chain lube & fluids, Rain suit & belaclava, Sunscreen, lip balm, spray cleaner prescription meds, etc. Bicycle bottle & thermos, platypus bot gum, pens, checkbook, etc.

I TOUR: Camera & binoculars, survival cards, maps & notebook, lens kit & film, recorder, personal organizer & EMT kit, rag, wipes, toilet tissue, business cards, etc.

I CAMP: Sunshower, stove & fuel, windscreen, ditty bag, utensils & pots, soap, washcloth & hand towel, food bag

(Continued on page 15)

... Camping

(Continued from page 13)

morning is a suicide mission for me, I have a stainless Thermos that accepts a coffee cone. Put a filter in and some coffee and pour in boiling water and you have coffee. While this item seemed overkill, it got a fair amount of use by other camping participants at last years Utah-Get-Together.

So there are some real fundamental pointers for motorcycle camping. Seasoned professionals will have a variety of other tips and tricks to make a camping trip more enjoyable. While it is possible to become 'book-smart' on this subject, there is no substitute for going out and trying it. A simple overnighter is a great place to start. When you got the requirements for that down, extend out to a couple of days. With that said, load up, head out, enjoy.

Coleman stoves and lantern as found in the Cabela's catalogue. E and F are padded stuff sacks which are a must especially for the lantern. The Dual Fuel concept allows the stoves and lantern to operate on Coleman fuel or on unleaded gasoline, usually plentiful on the KLR650. Stoves range from $53.00 to $60.00 and the lantern, which is the equivalent of a 75 watt light bulb is $50.00.

.... Camping: The Sequel

(Continued from page 14)

& cool jug, matches, flashlight & insect repellent, clothing, trash bags, etc.

I BED DOWN: Ground cloth & mattress pad, sleeping bag & stuff bag pillow, shelter half or tent, pegs & line, warmups, cap & raft mocs

I drink half of my milk with dinner, and put the rest in my cool jug for breakfast cereal. If I cook instant oatmeal in the morning, I leave the stove and pot out.The stainless Coleman mess kit (Campmore, $15.99) is a good value. I try to use a large diameter pan instead of a pot; the larger surface area of the bottom traps more of the heat & makes your fuel go farther. Cooking gear includes a Dobie pad and small bottles of olive oil and dish soap. Also, a bamboo spatula and a soup spoon. Blue shop rags on a roll or Scottwipes are good all-purpose cleanup towels.When I finish eating, I pack my food bags, wash my hands, and stow the food where it can't attract night visitors. I may enjoy a cup of tea or cocoa, and get my flashlight out and look over the map, and plan the next day's route. The sample size rack at your drug store is a good source of compact shave creams, lotions, and other personal care products. I flatten a half-used roll of toilet tissue, put it in a quart ziplock bag and squeeze it flat. Pack the heavy stuff as low on the bike as you can; the duffel carries tent, bedding and clothes, and most of the "I Tour" stuff goes into the tank bag. Your first aid kit and rain suit should be where it's easy to grab quickly. Spares include hose clamps and Tywraps, fuel line, fuses, bulbs, a few crimp terminals, tube patches, baling wire, and a small roll of filament or duct tape. I carry a chain breaker in my tools, and a spare master link, as well as a 13-tooth c/shaft sprocket.

Tailgating KLR style. Jake Jakeman's neat setup for camp cooking workspace. The lid to his Pelican case is supported by a string that holds it parallel to the ground even with the bike on its side stand. Plenty of room on the lid for a cook stove - note the windscreen made from aluminum lawn edging- an extra pot, thermos and water bottle and some necessities to make the evening meal. For additional room, the Pelican case on the left side of the bike is set up in the same manner; with the lid supported parallel to the ground.

Haves, Wants and Needs

1996 KLR650 with <2300 miles, 14" Rifle windshield, throttle lock, GIVI E45 saddlebags, and a Corbin seat. Have all original equipment. Bike is in excellent condition. Located just north of Sacramento, Ca. $4000.00. Gary Heard gaade@otn.net 530-788-0812

Custom, Triple Density seat for KLR650. Flat and wide for all day comfort. $125.00 and stock seat in exchange. Elden Carl 619-440-2960

Five Stars engine guards for KLR650, very good condition. $70.00. **White Bros. skid plate**, $30.00. **Eclipse Sport Bike bags** and duffel, $40.00. **Tour Master TB14 tang bag**, good condtion, all straps, $20.00. Call Gino at 505-281-9886 for all of the above.

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and you slip in the secondary carburetor and injection tube. I finished the project by connecting the fuel supply tube to the two pieces and I was ready for a ride.

On the road, the KLR was more responsive and the lean surge, which was prevalent, had disappeared. I experimented with the five jet setting and was able to notice leaner and richer reactions in the throttle action. That was back in August and the Dial-a-Jet has proven flawless in operation. The only draw back I see with the kit is that you must drill into the float bowl, which means that if you wish to remove the unit, you will need to purchase a new bowl for the carb. Other than that, the Dial-a-Jet lives up to its claims and is a worthy option to a jet-kit. A snorkel kit is available for those who frequent deep, muddy bodies of water. For more information, call **Dale Walker's Holeshot Performance**

Second Annual Utah-Get-Together

On April 24 and 25, Kawasaki 650 Dual Sport News together with Arrowhead Motorsports –owned and operated by Fred Hink – will host the Second Annual Utah-Get-Together in Moab, Utah. Last year we had 20 bikes show up for a marvelous time in dual sport heaven. This year it looks like that number could be tripled if not quadrupled. Those of you not familiar with Utah and plan on attending will be in for a treat as this area of Utah offers a fantastic range of dirt, dual sport and pavement touring. In order to reduce any liability issues, there will be no organized rides, but there will be plenty of groups doing various rides to hook-up with. We are still somewhat in the planning stages, but here is a preliminary schedule of events.

Friday, April 24. Sign in Arrowhead Motorsports, 2970 Desert Road, Moab, Utah 84532, 435-259-7356. You will be asked to sign in, receive a packet and place a sticker on your bike so we can identify you as a part of the Get-Together on rides. Fred will have maps, parts and service available at his shop. We will also have sign in/out sheets for those going on rides so that we can be sure everyone makes it back from the backcountry. If you need tires, or service or you want UPS to deliver some of your gear, Fred has graciously offered his shop as a receiving point. Probably going to be some serious bench racing this evening. Call Fred for more info.

Saturday, April 25. Ride, ride and ride some more. Those planning on riding the 147 mile White Rim Trail will need to be on the trail by 8:30 a.m. and planning on arriving back in Moab at about 4:00 p.m. Elden Carl may be offering a tech seminar in the afternoon at Fred's shop and there is an abundance of short touring rides one can do to the two National Parks and one State Park in the area. This evening we will have dinner in the Old City Park with chili and fixings hosted by the local off road club. Price will be about $5.00 a head. After dinner we will give out some door prizes and bench race some more.

Sunday, April 26. Ride out or hang around. There is plenty to do in this area so feel free to hang around if you are so inclined. Motel rooms should become plentiful, as there is the mass exodus for those who have to return to the weekly grind. I'll have to head out and return to my other job, but we'll start a list of those staying for the extra day or two.

All of the time this is happening, there will be a huge car and hotrod show going in Moab. So hanging out on the main drag Saturday evening to see the cars go by could be optional entertainment. There are also several microbreweries in the area for those into that sort of thing and plenty of tourist shops. Unfortunately, this grand show is responsible for devouring most of the lodging in the general area. You can call the **Travel Council** for current camping and lodging information at **435-538-1030**.

I will be staying in the Super 8 Motel 435-259-8868, located at the northern edge of town while some folks will be at the Rodeway Inn 435-259-8848 across the street. We will try to make Arrowhead Motorsports out central location with a message board and sign up sheets. Information will be updated on the K650DSN homepage at www.geocities.com/~klrdsn and on the KLR650 news listserver.

I would like to add one final note. This is a multi use area with many enthusiasts just like ourselves enjoying the beautiful country. You will see mountain bikers, horseback riders, hikers and four wheelers on most of the trails. Please be courteous and yield right of way when appropriate. When you encounter people on horseback, please pull to the side and turn your motor off. To ride in any of the National Parks, your machine must be licensed and street legal, i.e lights, license plate and carry all current documentation on your machine or person. Also make certain your machine is in good repair and that you have a complete toolkit specific to you requirements. Ride with a buddy when heading out into remote areas and/or tell someone where you will be, search and rescue does not come cheap. know your limits and ride within them as crashing this far from home would not be a cool thing to do.

Okay, that's it... I'll get off my soap box now. Please send me an R.S.V.P buy phone, e-mail, or letter. I would like know where you will be staying, if you plan on eating dinner with us Saturday night and when you plan on arriving. You can get that information to me buy sending me an e-mail to **k650dsn@aol.com,** leaving me a message on my home phone 505-281-9886, or sending me a note to Kawasaki 650 Dual Sport News, PO Box 698, Sandia Park, NM 87047. Hope to see you there and have a safe trip!